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Biography.

From the Foreign Quarterly Review.

THADDEUS KOSCIUSZKO.

Thaddeus Kosciuszko was a Lithuanian, and born in the year 1746, according to Falkenstein. We wish he had given his authority for this date, inasmuch as other writers place Kosciuszko's birth in 1756, and some circumstances in his life rather tend to render this last the more probable epoch. He was the only son of Casimir Kosciuszko, a nobleman, but of the class denominated the lesser nobility, of which the most that can possibly be predicated is, that it may perhaps answer to the English small squirearchy, though we are not very sure whether it approach not nearer to our yeomanry, since we are told that—

"Only by the clear judgment and unwearied diligence with which he constantly applied himself to agricultural improvement, could he augment his income sufficiently to support himself with his wife, Thaddens, and two younger daughters, in comfort and respectability."** Through the instrumentality of his noble friend, (Prince Adam Czartoryski, under whom Casimir Kosciuszko had served in his youth,) the father, whose indigence prevented his either paying instructors for his children at home, or sending them to school, obtained admission for Thaddeus into the Cadet Institution which King Stanislaus Poniatowski had recently established at Warsaw."

By those means of instruction, for which he was thus indebted to the honorable patronage of friendship, and to the wise liberality of the well meaning, although unhappily, feeble-minded king, the youthful Thaddeus labored, with a diligence well nigh unexampled, to profit. We are assured, upon the authority of one of his brother cadets, that—

"Such was Kosciuszko's ardor for the acquisition of knowledge that, in order to make sure of rising at three o'clock every morning, he commissioned the stove-heater to wake him by pulling a string, of which, one end was tied about his arm, while the other passed out under the door of his room. If, when sitting up late at his writing table, sleep overpowered him before he had completed his day's task, he kept himself awake by either putting his feet into cold water or repeatedly bathing his forehead and neck.

"His favorite studies were now, as they had been in early childhood in his father's house, mathematics and history; and the susceptibility of his imagination for every thing elevated probably led him to anticipate the fair fruits that these studies would produce during his future career. Such was the esteem he

inspired, that he was one of the twelve youths selected by the professors as entitled, by their superiority in character and in science, to contend for the prize of a travelling allowance; the King of Poland having deposited a sum of money, from which annually the travelling expenses of the four most distinguished youths of the Warsaw Cadet Corps were to be defrayed, that they might improve themselves in mathematics and other sciences under the tuition of foreign instructors. These twelve pre-eminent talents insured his being one of the chosen. For some years he prosecuted his studies in the military academy at Versailles, under the especial protection of his original patron, the highly meritorious Prince Adam Czartoryski, who did so much for the intellectual cultivation of Poland."

Upon his return from Poland, Kosciuszko entered the army, and, as a proof of the king's approbation of his abilities and application, almost immediately obtained a company. But this, the natural career of a poor nobleman possessing military talents, was speedily interrupted, at least in his native land, by the influence of that most universal of passions, against the arbitrary power of which not even the wisest can shield themselves. Kosciuszko fell in love with a maiden, raised, by birth and fortune, far above his pretensions, inasmuch as she was the daughter of one of the grand dignitaries of the kingdom, Joseph Sosnowski, marshal of Lithuania and vice-general of the crown. Towards the end of the year 1777, circumstances, which he then esteemed most fortunate, quartered Kosciuszko's regiment in Lithuania, and the enamored officer himself in the marshal's castle. He made good use of the opportunities thus afforded him to gain the affections of the lady Louisa Sosnowski. But, once secure of her heart, Kosciuszko adopted a frank and honorable course.

"The young lady first confided her attachment to her mother; and then Kosciuszko, with tears, and kneeling at the father's feet, confessed his pure but unconquerable passion. The parents, blinded by hereditary pride of ancestry, and exasperated at the idea that the splendor of their ancient house should be dimmed by their daughter's marriage with an officer of rank so inferior, prohibited all intercourse between the impassioned lovers, and to insure the observance of their prohibition, placed spies upon all their steps. But love found means to deceive the argus eyes placed over them, and knit two young hearts closer and closer to each other.

"Kosciuszko, now driven to despair, proposes an elopement. The lady agrees; all is arranged, and the happiest result promises to crown their hopes. Under the shade of a dark night they effect their escape from the castle, attain, seemingly unpursued, to some distance, and a warm embrace speaks their mutual congratulations, and the bright hopes of union that are dawning upon their hearts. But a sudden noise startles the lovers from their dream of bliss; the marshal's people surround and attempt to seize them. Kosciuszko draws his sword and desperately strives to defend his beloved. A sanguinary conflict ensues, but the issue could not be doubtful. Kosciuszko, wounded, exhausted, senseless, sank to the ground, and the lady Louisa was dragged back to her paternal home.

"When, after a three hour's swoon, Kosciuszko regained his consciousness, he crawled, feebly and despairingly, to the nearest village, where one of his friends was quartered, carrying with him no relic of his vision of happiness but its recollection and a white handkerchief, which his idol had dropped in her agony. This treasure never afterwards quitted his bosom, not even in the hottest battle, and death only could part him from it.

"Kosciuszko formed no second attachment; and although, in after years, several advantageous matches were proposed to him, both in Poland and in France, he never could be prevailed upon to marry. Even to an advanced age he remained faithful to the love of his youth, and spoke of the object of his only passion with all the fire of early life."

The friend with whom the broken hearted and

wounded lover sought refuge was Julian Ursyn Niemcewicz, the most celebrated of Poland's living authors, we might perhaps say, of her authors dead or living, and one of her most ardent and constant patriots.*

And that this man should be Kosciuszko's most intimate friend is a remarkable point in both their lives. Niemcewicz carefully concealed his unhappy comrade from any search that might be made after him, whilst Kosciuszko, with an impetuosity of feeling, which we confess appears to us more consonant with the age of two and twenty than of two and thirty,† immediately wrote to the king requesting his royal leave to resign his commission. The king granted the request, and the dejected lover repaired with all possible despatch to America, where, as we scarcely need remind our readers, the revolutionary war was then raging. Kosciuszko reached the New World utterly unprovided with letters of recommendation or introduction, and nearly penniless; he, however, asked an audience of Washington, to whom he boldly presented himself.

"What do you seek here?" inquired the General with his accustomed brevity. "I come to fight as a volunteer for American independence," was the equally brief and fearless reply. "What can you do?" was Washington's next question; to which Kosciuszko, with his characteristic simplicity, only rejoined, "Try me." This was done: occasions soon offered in which his talents, science, and valor were evinced, and above all, his great character was duly appreciated. He was speedily made an officer, and further distinguished himself.

"He had not been long in America, when he had occasion to display his undaunted courage as a captain of a company of volunteers. Generals Wayne and Lafayette, notwithstanding the heat of the battle in which they themselves were fully engaged, observed with satisfaction the exertions of that company, which advanced beyond all the rest, and made its attacks in the best order.

"Who led the first company?" asked Lafayette of his comrades, on the evening of that memorable day, the (30th of September.)

"The answer was, 'It is a young Pole, of noble birth, but very poor; his name, if I am not mistaken, is Kosciuszko.' The sound of this unusual name, which he could hardly pronounce, filled the French hero with so eager a desire for the brave stranger's acquaintance, that he ordered his horse to be immediately saddled, and rode to the village, about a couple of miles off, where the volunteers were quartered for the night.

"Who shall describe the pleasure of the one, or the surprise of the other, when the General, entering the tent, [would it not rather be a room or hut?] in a village, saw the captain, still covered from head to foot with blood, dust, and sweat, seated at a table, his head resting upon his hand, a map of the country spread out before him, and pen and ink by his side. A cordial grasp of the hand imparted to the modest hero his commander's satisfaction and the object of a visit paid at so unusual an hour."

The friendship thus and then begun continued through life. We cannot pretend to follow our hero through the American war; it may therefore suffice to say, that he took part in many of its most important battles and sieges, that he became a great favorite with the penetrating and judicious Washington, and was as much distinguished by his humanity, and by the extraordinary influence which he, a foreigner, exercised over the American volunteers, as by his military skill and daring valor. With an anecdote or two, illustrating the former qualities, we shall close our account of his American campaigns. The soldiers of an Eng-

* Niemcewicz, since the failure of the last Polish insurrection, in which he took an active part, has lived a voluntary exile in England.

† The reader will recollect the different dates assigned to Kosciuszko's birth.

lish regiment were, upon one occasion, surprised and nearly cut off in their sleep.

"Only about forty privates and a few non-commissioned officers were made prisoners, and they owed their lives to the humanity of Kosciuszko, who, in opposition to the general's commands, ordered the lives of all who asked quarter to be spared on pain of death.

"How much he was beloved and feared by those under him was made manifest during the bloody siege of ninety-six. A detachment of militia had been detained in the army long after their term of service had expired, because the detachment ordered to relieve them did not arrive to take their place. The complaints and murmurs at this detention grew louder and louder. Kosciuszko, well aware both of the justice of these complaints, and of the inconvenience which a longer absence from their homes might occasion these militiamen, with kindly earnestness addressed them as follows:—

"My good friends, you have been promised your dismissal, and to me this promise is sacred: if you are not willing to stay, go home in peace. You are dismissed! As for myself, I cannot desert the post entrusted to me, and shall remain here with our few regular troops."

"These words were more powerful than argument or entreaty; all unanimously exclaimed, 'We will stay! We will not desert our leader!' And afterwards no one of these militiamen could have been induced to leave the army, except by giving him a certificate that illness, or some other cause actually compelled his departure."

Upon the signature of peace between Great Britain and the United States, Kosciuszko returned to Poland with the American rank of general of brigade. He was kindly received by Stanislaus, and re-entered the Polish army, retaining his American rank; he was before long raised to that of major general in the service of his native king.

From the New Bedford Mercury, June 6.

CREW OF THE MENTOR.

In consequence of the urgent solicitation of the owner of the Mentor, William R. Rodman, Esq., and other benevolent individuals, Holden and Nute left New York on Friday, and arrived in this town on Saturday evening, Captain Coleman, of the steamboat Benjamin Franklin, having invited them to take passage in his boat. We had a long conversation yesterday with Mr. Holden, who appears to be a very intelligent and well informed young man. He was kind enough to furnish us with all the details of the sufferings which himself and shipmates underwent during the three years they were held in slavery on Lord North's Island, and to correct some errors which had inadvertently crept into the New York papers; we publish the part relating to that island. This island, unlike the Pelews, is one of the most horrid and wretched on the face of the globe. The only product of its soil is the cocoa tree, and a few stunted bushes, and those of so dwarfish and miserable a growth as to bear but very few nuts. These few, however, constitute the sole food of the inhabitants, with the exception of a species of fish occasionally caught near the shore. The only animals or creeping things known on the island, are mice and lizards; and during the three years which Holden and Nute remained there, not a single sea fowl was known to have alighted on the island, and but three fish were taken by the natives. The character of its inhabitants much resembles that of the island itself. Cowardly and servile, yet most barbarous and cruel, they combine in their habits, tempers, and dispositions, the most disgusting and loathsome features which disgrace humanity. And what we regard as remarkable, the female portion of the inhabitants far outstrip the masculine in cruel and savage depravity—so much so, that our informants assure us that they were frequently indebted to the tender mercies of the men for escapes from death at the hands of the women. The indolence of the natives, which not even the fear of starvation itself can move, prevents them from undertaking the least toil, although a little labor well applied might be made to render them infinitely more comfortable. Starvation stares them in the face the year through, and very frequently they perish solely for the want of food.

On such an island, and the captives of such a people, did the wretched sufferers find "their lines cast." The first measure of the captors, after getting their prisoner ashore, was to strip them. Not a thread was left them, though the sun was pouring its scorching rays upon them, and in the same state of utter nakedness had to remain as long as their captivity continued. The natives themselves wear nothing that can be dignified with the name of clothing, and their skins, to use the expression of one of the prisoners, are "like the hide of a rhinoceros," and nearly as impervious to heat or storm. The next operation to which the captors were subjected, was the plucking out, by the roots, of their beard, and every thing bearing the semblance of hair, from their breasts, arms, and legs, and indeed every portion of their bodies and limbs except their heads. This tedious and excruciating process, however, was but the beginning of their sufferings. As fast as their beard and hair reappeared, they were compelled to turn their self-tormentors, and pull it out with their own hands, which they did with the help of a small stone on the ball of their fore-fingers and their thumb nails.

They had not long been in the hands of these devils, before they underwent the terrible and tortuous process of tattooing. The coloring with which this cruel operation was effected, was obtained from nuts found in the branches of what the natives called the sava tree, which floats on to the beach. These nuts were burnt and the soot of the smoke gathered into a shell of a cocoa nut, held over the blaze. This soot is then mixed with water, and forms a liquid as black as ordinary ink, and the stain of which is indelible. The liquid, thus obtained, is then forced into the skin with sharp fish bones, and the figures so formed remain during life. The hapless subjects of this narrative were all tattooed in this manner, and their breasts, chests, and arms, covered with singular and fantastic devices. Our informant states that the operations were intensely excruciating, and brought groans and screams from the sufferers sufficient to appal and melt the heart of any being possessed of the least feeling. So great was Holden's terror for it, that he fled and concealed himself for three days without a particle of food among the bushes and trees of the forest, in order to escape it; but he was at last forced, by the agonies of starvation, to venture out in search of food, when he was seized and horribly tortured by this worse than inquisitorial process. These transactions all took place after Captain Barnard left.

After this, they were allotted to different masters, who set them to work at digging mud, carrying stone, and such other labor as they chose to require, whether it had any indefinite object or not. They were kept wholly apart from each other, and not allowed even to speak to one another, under severe penalties for disobedience. They worked to the utmost of their abilities for endurance, and scantily fed with cocoa nut, which is, as before stated, the only food of the island. The three natives of the Pelews received the same treatment of the whites, and were regarded, if any thing, with less favor.

For some of the facts given above, we are indebted to the New York Sun. Of the six individuals originally belonging to the Mentor, who were left on Lord North's Island by Captain Barnard, Holden and Nute are the only survivors. The first person who died was William Sedden, a native of Manchester, England. About twelve months after he landed on the island, he became so weak and feeble, from want of food, as to be unable to work, and the natives refusing him all sustenance, he died of starvation. The next was Peter Andrews, a native of Georgia, who was murdered by one of the natives for some trifling offence. His head was beat to pieces with a stone in a most barbarous manner. Milton Hewlitt, of Cape Cod, about two years and a half after landing on the island, became so weak and debilitated as to be unable to speak. In this situation he was put in the boat and shoved out to sea. His body was found washed upon shore the next day. Charles R. Bouquett, of London, the last, died under similar circumstances to Hewlitt.

Holden and Nute are now at the boarding house of Mrs. E. Barnard, Union street. The sufferings and dangers which they have undergone call for the sympathy and aid of the people of this community. They sailed from this port five years since, on board the Mentor, on a three years' voyage, and were wrecked and cast away while faithfully discharging their duty

on board that ship. They were for three years among a people as savage and barbarous as are to be found on the face of the habitable globe. Through the goodness of Divine Providence they have been permitted to return to their native country; they come among us with broken constitutions and mutilated bodies, and their situation presents a strong claim for the exercise of that charity which ought to characterize a commercial community. We cannot but indulge the hope, that they will not be permitted to depart from among us, until they are placed in a situation, not to want for the necessities of life, until their health is again restored.

From the Boston Mercantile Journal.

THE UNLUCKY SHIP.

A MOURNFUL INCIDENT—MUTUAL ASTONISHMENT.

A few days after this accident, we fell in with a vessel from New York, bound to Gibraltar, from whom we procured a topmast and a few other spars, and the ship began to look like herself again. Nothing extraordinary happened after this until we neared the land. The ship was ahead of her reckoning, for chronometers were not so common in those days as at present, and our captain never thought of using a thermometer when in the Gulf Stream. One morning when day broke, the ship was running along with a cracking breeze from the eastward, and a following sea. The second mate had the morning watch. As daylight increased, he went forward to rouse the men to wash down the decks, when he saw breakers ahead. "Call all hands," said he. "Starboard your helm—lay aft, men, and brace up the yards." All hands run on deck in a moment—the yards were braced sharp, and when the captain hurried up from below, the shoals off Cape Romain, with the foaming waves dashing over them, were within a few cables' length distance. Then there was hurry and confusion on board. It was necessary to take in the light kites, which were streaming and fluttering in the wind. The poor fellow who was sent up aloft to furl the main royal, by some means lost his hold, and fell from the topgallant mast head into the water.

"A man overboard!" was then the dreadful cry. No combination of words strike such a chill to the heart of a sailor; and every man of course left the work he was engaged in, and ran to the side of the vessel. The poor fellow rose to the surface, and stretched out his arms imploringly towards the ship. The plea could not be resisted, and although we were in imminent danger of being drifted on the shoals, and were anxious to claw off as fast as possible, yet the word was given to "back the main-topsail, and lower away the quarter boat." Captain Gray sprang into the boat and cut away the lashings. He was soon followed by four young and fearless sailors—and regardless of the heavy sea which sat heavily towards the shore, they pulled away after the poor fellow. His head could be seen occasionally bobbing up above the waves, and it was not long before they seized him by the hair of the head and hauled him into the boat. Meanwhile the ship was drifting rapidly towards the breakers, and the captain was pacing the quarter deck with rapid strides, every now and then waving his hat to the men in the boat, and by other gestures, urging them to make haste. But although there was not much difficulty in reaching the man who was lost overboard, yet it proved a serious undertaking to return. The boat fell rapidly to leeward, and the anxiety of the captain increased.

"Give way my good fellows," shouted he through his speaking trumpet. But they were far out of hearing, and exerting themselves with all their power. We saw that they rather lost ground, and were drawing near the verge of the breakers.

"Hard up the helm," said the captain. "Shiver the after yards. We will make a desperate rush to save them."

Before the order was executed, and as the ship was falling off before the wind, the conviction came across his mind that the attempt was useless, and would only risk the lives of others.

"Hold on men," said he. "Shift your helm, Jarvis, we cannot run down to them without getting among the breakers, and losing ship, cargo, and the lives of all on board. My good fellows, added he, with startling energy, "If I could save your lives by sacri-

ficing my own, heaven is my witness, I would do it in a moment."

He had hardly concluded the sentence, when a long rolling wave, which increased in magnitude as it neared the shoal of water, struck the boat, which filled and capsized. It is now twenty-seven years since I first went to sea, and I have never witnessed a scene which made such a dismal impression on my mind. The five seamen were not seen after the boat swamped—but Captain Gray, as the coming wave rushed towards him, was seen to spring upon the gunwale of the boat, and jump towards the ship. He was an excellent swimmer, and struggled long and powerfully for life; but we could render him no assistance—and as the captain gave the necessary orders to fill away the main-topsail, for we were close upon the breakers, we saw the noble fellow sink beneath the waves.

In a few days after this sad disaster, which cast a gloom over the ship's company, we arrived off the harbor of Charleston, passed over the bar without striking, and made the ship fast alongside of Magwood's wharf. The story of our disasters got abroad, and the Hope was soon known as the unlucky ship. A freight soon offered for Liverpool, but when ready for sea, it was found exceedingly difficult to procure a crew. I liked the ship and the usage on board, although the chief mate was rather a thick-headed and sleepy fellow, and concluded to try my luck in her again, thinking all this talk about lucky and unlucky ships to be mere fol-de-rol. After being detained a few days, a crew was shipped on extra wages, and we sailed for Liverpool.

We had fine weather for about three weeks, and met with no misfortune, and I began to think that the ship would perhaps prove a lucky one at last; when, one afternoon, off the Western Islands, the ship jogging along on a wind with a light breeze from the eastward, and drizzling rain, a man on the fore-castle sung out that there was a *whale* on the lee bow. We looked in that direction, and there sure enough, at the distance of two or three cables' length, reposed on the surface of the water, an enormous whale. He seemed to have very little motion, and perhaps was taking a nap, or ruminating on some important project. A sudden whim seized the mate.

"Keep her away, Jack," said he to the helmsman, "and let us wake up that fellow."

"Ay, ay, sir."

"So, steady,—that will do—we'll plump him just abaft the shoulders." And the thoughtless fellow rubbed his hands with great glee, and chuckled at the idea of *astonishing* the huge monster.

The ship being kept off the wind, gathered fresh way, and in a few moments went stem on to the broad-side of the quiet, unsuspecting animal, and the shock was tremendous. The ship trembled in every part, and the momentary recoil was near carrying away all our spars.

The whale was astonished. The design of the mate succeeded to a charm. He was completely aroused, and probably being an honest whale, and not willing to remain in our debt, he resolved to astonish us also. He accordingly lifted his fluke when going down, and gave us a *gentle* tap across the bows, which served as a lasting lesson to every man on board, never to disturb a sperm whale, for the purpose of gratifying a malicious or a mischievous propensity.

The greatest weight of the blow fell on the star-board side, and cut through the gunwale, plank shear, and timbers, nearly to the water's edge—carried away the lashings of our sheet anchor, which was never seen afterwards, nearly unshipped the bowsprit, parted the mainstay, started every seam in the fore part of the deck, and rendered the fore-castle untenable for the remainder of the passage. But the greatest sufferer was our poor mate, who was standing looking over the bows, laughing heartily at the same time the blow was struck. The whale, as if the animal knew who was the cause of such uncivil treatment, struck him with his tail in an oblique direction, with such force as to send him half a cables' length from the ship, into the water, to leeward. The poor fellow sunk to rise no more; paying a heavy penalty for his mistimed pleasantry.

We reached Holyhead in about a fortnight after this accident, which strengthened the prejudice against the ship in the minds of the crew. In going into the Queen's dock the pilot run us on to the pier head, in

the most clumsy manner possible, and carried away our cut-water for the third time. After the cargo was discharged, and the ship repaired, we left Liverpool, bound for Boston.

On the passage home, we met with head winds and heavy gales. We had a long passage, and lost over-board an unfortunate chap, who was furling the jib, in a squall. We arrived at Boston at last, with a ship strained and leaking badly, sails split, hull rusty, and rigging out of order.

From the Plymouth Memorial.

ANECDOTE OF THE REVOLUTION.—Almost every one is acquainted with the circumstances of the taking of General Prescott, the then commanding officer of the British forces on Rhode Island, by Captain Barton of Providence. He was exchanged for General Lee, who was previously captured by the British.

Shortly after his exchange, he returned to Rhode Island, and was invited to dine on board the admiral's ship, with many other officers of the highest grade. General Prescott was naturally a haughty, imperious man, and, as a commander, was very unpopular with his officers and soldiers, and with the citizens of Newport, but was a brave and skillful officer.

It was often that boys as well as men were sent from the town on board the admiral's ship, for any offence, and confined there for some time, by the arbitrary authority of those in power. Martial law was the law of the place. A small lad about 13 years of age, was placed in this situation, previous to General Prescott's return, and was on board, with many others, at the time the general dined there. He did not know General Prescott.

After dinner the wine circulated freely, and a toast and song were repeatedly called for. In the course of the evening, the first lieutenant observed to the admiral, who was a real jolly son of Neptune, "that there was a Yankee lad on board, who would shame all the singing." "Bring him up here," says Prescott. The boy was accordingly brought into the cabin. The admiral called on him to give them a song. The little fellow being somewhat intimidated by gold-laced coats, epauletts, &c., replied, "I can't sing any songs but Yankee songs." The admiral perceiving that he was embarrassed, ordered the steward to give him a glass of wine, saying, "come my little fellow, don't be frightened, give us one of your Yankee songs." General Prescott spoke in his usual haughty imperious manner, "you d—d young rebel, give us a song, or I'll give you a dozen." The admiral interferred, and assured the lad that he should be set at liberty the next day, "if he would give them a song, any one he could recollect."

The following doggerel, written by a sailor of Newport, was then given, to the great amusement of the company:

"'Twas on a dark and stormy night,
The wind and waves did roar,
Bold Barton then with twenty men
Went down unto the shore;

And in a whale boat they set off
To Rhodes' Island fair,
To catch a red-coat general,
Who then resided there.

Through British fleets, and guard-boats strong,
They held their dangerous way,
Till they arrived unto their port,
And then did not delay.

A tawny son of Afric's race,
Them through the ravine * led,
And entering then the Overing-house †
They found him in his bed.

But to get in they had no means,
Except poor Cuffee's head,
Who beat the door down, then rushed in,
And seized him in his bed.

* There is a deep ravine leading from the shore to the house which was occupied by General Prescott.
† Mr. Overing was a Tory, and owned the house in which General Prescott resided.

Stop, let me put my breeches on,
The gen'ral then did pray;
Your breeches, massa, I will take,
For dress we cannot stay.

Then through rye-stubble him they led,
With shoes and breeches none;
And placed him in their boat quite snug,
And from the shore were gone.

Soon alarm was sounded loud,
The Yankees they have come,
And stolen Prescott from his bed,
And him they've carried home.

The drums were beat, sky-rockets flew,
The soldiers shouldered arms,
And march'd around the grounds they knew,
Fill'd with the most din alarms.

But through the fleet with muffled oars,
They held their devious way,
And landed him on Gansett shore,*
Where Briton held no sway.

When unto land they came,
Where rescue there was none,
"A d—d bold push," the gen'ral cried,
"Of prisoners I am one."

There was a general shout of all the company, during the whole song, and at the close, one who was a prisoner on board at the time, observed, he "thought the deck would come through with the stamping and cheering."

General Prescott joined most heartily in the merriment. Thrusting his hand into his pocket, he handed the boy a guinea, saying, "here, you young dog, is a guinea for you." The boy was set at liberty the next morning.

This anecdote is often related by an aged gentleman living in Newport.

* He was landed on the Narragansett shore near Warwick.

Selected Poetry.

From the Southern Patriot.

THE LAUNCH.

BY C. W. UPHAM.

As maiden by the altar calmly stands,
Nor knows in all her calm simplicity,
That thousands gaze upon her cheek—nor feels
That she has gather'd them; so seemed to me
The ship. And when she waved her banners out,
Methought 't was slowly done in mournfulness,
To bid farewell to her loved resting place.
And as the lady moves with majesty
And loveliness of grace, yet tardily,
As check'd by maiden modesty—so moved
The ship in dignity, to meet th' embrace
Of her betroth'd.

The ocean billows parted;
The sparkling waves, exultant, came to wreath
A coronal for her, and, those on shore
Leap'd up, and clapp'd their hands in gladness;
And from the gazing multitude uprose
A mingled shout of triumph and delight,
Yet why that crowd? for many times before
E'en from their early childhood, they had seen
The graceful ship to her own element
Glide in. And it is well for multitudes
To meet with common thought, and raise the shout
Unanimous in such a cause. Methinks
It swells the heart, and stronger binds the cords
Of sympathy. O, would they oft'ner met,
To send the glad shout upward to the throne
Of the Eternal One, who made the earth
And all that is therein, and the vast sea,
Beneath whose depths the loftiest ships go down,
And all their hapless crews!

Thus was her bridal;
And when her white wings grow, God speed her well
Where'er, she goes amid the white topp'd waves,
And bring her to her native home again.
April, 1832.

From the Knickerbocker.
THE WRECK.

By I. McLELLAN, JR.

"We one day descried some shapeless object drifting at a distance. It proved to be the mast of a ship that must have been completely wrecked; for there were the remains of handkerchiefs, by which some of the crew had fastened themselves to the spar, to prevent their being washed off by the waves. The wreck had evidently drifted about for many months; clusters of shell fish had fastened about it, and long sea weeds flaunted at its sides. But where, thought I, is the crew? Their struggles has long been over,—they have gone down amid the roar of the tempest,—their bones lie withering among the caverns of the deep.—All that shall ever be known of that ship is, that she sailed from her port and was never heard of more.

Washington Irving.

The melancholy winter day
Across the darkening ocean spray
Its parting glimmer cast;
And by that dim and dreary ray,
Amidst the hollows of the waves
That yawned around our path like graves,
I saw a blackened mast!
The green sea weed around it hung,
The rough sea shell against it clung;
And at its tapering end
A soiled and tattered flag was flung!
And the sad relics of the dress
Of those who in their deep distress
Found there a helping friend!

As the wild sea around me heaved,
As the wild breeze around me grieved,
My heart with sadness filled;
I wept to think of all the sighs
That once above that wreck did rise,
The groans, the loud, heart-rending cries
That would a fiend have thrilled!
The famine, and the parching thirst,
The prayer in vain for one poor crust,
That one poor drop of rain might burst
From heaven's exhaustless store:
I thought of the fierce eye of death,
The rattling throat, the gasping breath,
The corse when all was o'er!
The agony, the pain of heart
Of him, the latest to depart,
Alone upon the sea,—
Still tossed upon his rolling bier
And praying that his God would hear,
And set his spirit free!

Ah, fatal ship! How fair the gale
Did murmur in thy spreading sail,
When thou didst part from home!
How bright did shine the morning ray
Upon thy stately decks that day,
When thousands lined the green shored bay
To see thee cleave the foam.
Fair hands, perchance, did wave farewell,
Fond hearts for parting friends did swell,
That little dreamed that holy bell
Would never o'er them sound,
Nor prayer be said above their bones,
Nor o'er them placed the church-yard stones,
In consecrated ground;
But the dark tempests of the deep
For ages o'er their manes would sweep!
BOSTON, March, 1835.

NAVAL NONSENSE.—Under this head the London Age has the following naval conundrums:—

When is a ship not a ship? when she's *a-stern*.
When is she like snow? when she's *a-drift*.
When like a painter? when showing *colors*.
When like an auctioneer? when under *full sail*.
When like a bull? when foaming at the *head*.
When like a lady in distress? when *missing stays*.
When like a horse? when taken *a-back*.
When like a bird? when flying *before the wind*.
When like a tailor? when *sheering off*.
When like a recruiting sergeant? when *beating up*.
When like a floor? when she is *boarded*.
Why is she never alone? because she always has a *companion*.

WASHINGTON;

THURSDAY,.....JUNE 25, 1835.

TO CORRESPONDENTS.—Corporal Shandy, who finds fault with others for quoting *French*, is himself guilty of a similar error in quoting *Latin*. One of his quotations '*audi alteram partem*' is a very excellent rule, that all men should be governed by, and it is one to which we endeavor to adhere. The communication of C. S., however, is too political for our columns, and is consequently declined, in accordance with another strict rule which we have prescribed to ourselves.

By letters from Fort Gibson, we learn that the government of Texas was preparing an expedition against the Camanchees and their subordinate bands; this party was to be composed of Indians only, consisting of the Cherokees, Shawanees, Kickapoos, and Delawares, residing on the south side of the Sabine river.

ARMY AND NAVY REGISTERS.

In accordance with proposals heretofore issued, we shall publish, in all the ensuing month (July,) corrected Army and Navy Registers.

Subscribers to the Magazine and Chronicle, who have paid, will be entitled to a copy of both gratuitously.

The price to others will be 25 cents each, or 50 cents for the two, neatly stitched in colored covers.

Early orders are respectfully solicited. As remittances cannot readily be made for less than 20 single or 10 double copies, it is left to those who order, to remit in the best way they can. Those at military posts may deposit the amount with the Librarian or any other suitable person; those on board our vessels of war, with their respective Purser.

Our agents in Norfolk, Baltimore, Philadelphia, New York and Boston, will be furnished with copies for sale.

The Detroit Journal states that Governor Cass has disposed of the front part of his farm, as far back as Larned street, for *one hundred thousand dollars*, and adds that extensive improvements are rapidly making in Detroit.

The Naval Court Martial, for the trial of Captain Read, assembled at the Exchange, in Baltimore, on Monday morning, and after organizing, adjourned until Tuesday.

The following members were present:

Commodore L. Warrington, President.

Commodores J. Biddle, J. Downes, S. Cassin, and A. J. Dallas; Captains T. Ap C. Jones, and C. W. Morgan.

Commodore W. M. Crane, and Master Commandant B. Kennon, have been relieved from the court, and Commodore S. Cassin ordered to it; the court therefore consists of only eight members.

Commodore Dallas is appointed to the command of the West India station of the United States Navy, and goes out as soon as the examination of the midshipmen, at Baltimore, shall have closed.—*U. S. Gazette.*

Whatever may be the intention of the Department, the above announcement is premature; no appointment had been made as late as Tuesday, nor has Commodore D. been relieved from serving as a member of the court martial for the trial of Captain Read, which will occupy, it is thought, three or four weeks.

ARMY MEDICAL BOARD OF EXAMINATION.

In pursuance of the first section of an act, approved June 30, 1834, that "no person shall receive the appointment of assistant surgeon in the army of the United States, unless he shall have been examined and approved by an army medical board, to consist of no less than three surgeons or assistant surgeons, who shall be designated for that purpose by the Secretary of War; and no person shall receive the appointment of surgeon in the army of the United States, unless he shall have served at least five years as an assistant surgeon, and unless, also, he shall have been examined by an army medical board, constituted as aforesaid;" the following regulation has been established by the President of the United States. "A medical board will be detailed from time to time, by the orders of the War Department, who will examine the qualifications of all persons authorized to present themselves for that purpose, and will report to the surgeon general their opinion thereupon. In the execution of this duty, they will rigidly scrutinize the pretensions of each candidate, taking into consideration his physical qualifications and moral habits, as well as his professional acquirements; and will report favorably upon no case admitting a reasonable doubt. The health and lives of the officers and soldiers are too important objects to be committed to ignorant or incompetent hands.

"When a candidate for appointment shall fail to receive a favorable report, he shall, if desired, be entitled to a second examination after the expiration of two years; and, on a second failure, shall be dropped from the list of applicants. When an assistant surgeon shall fail to receive a favorable report, his connexion with the medical staff ceases from that time. No allowance will be made for the expense of persons undergoing these examinations, as they are indispensable prerequisites to appointment."

The examinations prescribed, both for appointment and promotion, are on anatomy and physiology; surgical anatomy and surgery; theory and practice of physic; materia medica and pharmacy; chemistry; obstetrics; and forensic medicine. The board is required to report the positive merit of each individual in these respective branches, and their relative merit from the whole examination, agreeably to which they receive appointment, and take rank in the department. The following gentlemen were examined, approved, and recommended for appointment by the board convened in New York, in pursuance of an order of March 7, 1835:—

J. C. Reynolds, Maryland.

C. M. Hitchcock, Ohio.

W. W. Hoxton, Maryland.

E. B. Wolcott, New York.

B. F. Nourse, Ohio.

William Maffitt, Virginia.

Thomas Lee, New Jersey.

Our thanks are due to Captain G. A. McCall, A. D. C., for his prompt attention to our request of the 21st ultimo.

The Secretary of the Navy returned to Washington on Wednesday evening, 17th inst.

On the 2d instant Alexander Shumway, a sailor, native of Massachusetts, fell overboard from the fore-castle of the United States' ship *Vandalia*, and notwithstanding all the exertions which were made to save him, was drowned.—*Pensacola Gazette.*

EDITOR'S CORRESPONDENCE.

FORT LEAVENWORTH,
29th May, 1835.

DEAR SIR: For the information of your military readers, as well as those who have relatives and friends amongst the dragoons at this post, you can, if you think proper, say, in your next Chronicle, that Captain Hunter, with his company "D," about forty men, and wife, left here yesterday for his summer's tramp, as directed by the general order for the disposition of the dragoon regiment. Mrs. H. has a saddle horse and small covered dærborn for her own use, and intends passing the summer in the field with her husband; she is an amiable and charming lady, and, as you may well conceive, a good soldier.

The officers with Captain H. are Lieutenants Moore and Ury, the latter acting commissary of subsistence, &c.; a citizen, Doctor Wood, is employed for this company.

Colonel Dodge, with the remaining three companies, "A," "C," and "G," consisting of about 100 men, in all, marched to-day. The officers with him are Lieutenants Kingsbury, Acting Adjutant; Terrett, Assistant Commissary of Subsistence; Lieutenant Steen, Ordnance Officer, in charge of two swivels mounted on wheels; and Assistant Surgeon B. F. Fellowes, U. S. Army; Captains Ford and Duncan, and Lieutenant Lupton, commanding companies; and Lieutenant Wheelock, doing duty in company "C."

Colonel Dodge's route will probably be by the way of the Otto village, near the Platte river and Council Bluffs, to the "Pawnees" and "Aurickarees;" and from thence the colonel intends to penetrate, as far as the season will admit of, into the "Blackfoot" country, to the north; and, if possible, obtain an interview with these Indians. He will also seek a meeting with the "Crows," who inhabit the region to the southwest of the Blackfoot, in the vicinity of the Rocky Mountains, near the head waters of the Yellowstone river.

Colonel Dodge takes with him, on pack mules, provisions for sixty days, and about twenty head of beef cattle. Two ox teams, loaded with flour, also go with the command as far as the Pawnee villages, when the flour will be distributed amongst the packs and the teams discharged.

Major Dougherty, Indian Agent, who is intimately acquainted with the country over which the troops will march, and so well and favorably known for his acquaintance with the Indians, has volunteered his services to Colonel Dodge, and will accompany the dragoons on their expedition.

The horses are in good order and the men in fine spirits, and all the officers anticipate an interesting tramp.

Very respectfully,
Your obedient servant.

An officer in the ship Ann McKim, arrived at Baltimore, from Valparaiso, states that a few days previous to her sailing, an American vessel arrived there from the island of Juan Fernandez, bringing information of an earthquake having destroyed the town on that island. The town was situated in a valley, and on the first alarm the inhabitants fled to the mountains. The sea at first receded from the island, and then returned, overflowed the town, and in its return swept away the houses which had been previously prostrated, leaving on the site an immense mass of black mud.

NATURAL PHENOMENA.—We saw from our office windows yesterday morning, a sight which, had we lived and seen it in the superstitious days of our ancestors, would have made our very hair stand on end with terror. It was a large vessel, under a press of canvass, apparently sailing in the air at an elevation of not less than a hundred feet from the water, directly across the mouth of our harbor. Knowing, however, how to account for it on natural principles, it filled our mind only with delight. The sun was shining very brightly at the time,—the image of the vessel reflected in the mist above her, was perfect, and as she passed swiftly by, coursing through the air 'like a thing of life,' we thought it one of the most beautiful pictures we had ever beheld.—*Gloucester Mass. Telegraph.*

Communications.

THE EXAMINATION OF MIDSHIPMEN.

The regulation of the Navy Department, which caused to be instituted annually a board for the examination of midshipmen, was hailed by all the lovers of the profession, as well as all those who felt a deep interest in the prosperity of the navy of our country, as a most important step towards the consummation of two most desirable objects: that of holding out additional inducements to the attainment of professional knowledge, and consequent preferment, and to insure a greater degree of morality; and, (if I may be permitted to judge from all that I have heard from those who were first called upon to appear before the ordeal) by the midshipmen themselves, as a bright era in their professional career, from which they might date the disposition and determination of the Government to secure to them all the advantages which their capacity, professional attainments, moral character, &c., might entitle them to.

The departmental regulations, by which the boards of examiners and the candidates for examination are governed, so far as they go, have been productive of the most salutary effects, doubtless fulfilling the anticipations of their originators. But what would be the best regulations that could be adopted, if they were not most strictly adhered to both to the letter and spirit? Once evaded, a single innovation, and we know not how many more may follow under the too often adopted cloak of precedent.

The present regulations require that a midshipman shall be at sea not less than three years out of the five which he must serve before being entitled to an examination. They also require that all midshipmen, coming under the regulation, shall appear, when notified, upon pain of the loss of a year's rank.

The commanders of squadrons abroad are usually (if not always) ordered in due time to send all the midshipmen under their commands, coming under the regulations relating to the examination, to the United States; and the department has sanctioned, in all cases so far as I have been able to learn, the sending home of such midshipmen by merchant vessels when no other means of doing so presented itself. In fact, by inquiring at the department it will be found that, from the facilities which it has at all times been disposed to afford to the officers for the accomplishment of this object, (in my humble judgment) there could be but few cases wherein palliating circumstances could exist for non-attendance at the first examination to which they were entitled. Notwithstanding this evident disposition of the department, how many midshipmen are annually absent at the period of their examination? How often do we hear of those who returned a short time previous to the convening of the board, or perhaps a short time after it had convened, failing to attend, in direct disobedience to the regulations. What plea have they for thus disregarding the established regulations of the service, to the detriment not unfrequently of those of their own class, and perhaps of those who follow it? I have never heard but one alleged "want of time to prepare for the examination." Can such a plea be recognized as legitimate? Are not all those who are appointed during the same year on the same footing of equality? Have they not the same facilities afforded them, without distinction? Have we not seen those midshipmen, who from indolence, want of capacity, or some other cause best known to themselves, skulking under the lee of some such excuse as already specified, gaining consequently another year to devote to their studies, then presenting themselves before the board with all these extra advantages,—pass the examination, perhaps, one, two, or three years after those of their proper class have been examined, and with that degree of modest assurance which could but distinguish such an act, claim to be placed, as a *matter of right*, among those of their class, that would have been, had they appeared as the regulations require? Can there be any reason in admitting the justice of such a claim? Should those who have striven hard to prepare themselves for the first examination, who pass creditably, while others are, by mere *finesse*, deriving all the benefits consequent upon a greater length of service, lose that rank which is awarded to them at the close of their examination? I appeal to all who are at all conversant upon this subject, to know whose

fault it is, generally, that midshipmen are not in attendance at their first examination, and whose fault that those who reach the United States in time are not prepared after a length of six or seven or eight years service? For what purposes are they sent to sea? to attend to the monotonous routine of ship's duty, to eat, drink, and lounge, or to study and perfect themselves in their profession? If then, as I imagine, all will agree upon this point, can it be possible to recognize such a plea as "a want of time to prepare," as admissible? Have we not known instances of officers who arrived in the United States a very few days previous to the convening of the board for their examination, who had too much professional pride, too much respect for themselves, and the regulations of the department, to allow themselves to plead any such paltry excuses? If any doubts exist, reference need only be had to so late a period as the last examination, and to those who arrived at Norfolk in the United States' schooner Enterprize. Various other instances might be quoted. It was no later than at the close of the last examination, that a young gentleman arrived, and notwithstanding the many disadvantages under which he was necessarily placed, sought and obtained an examination, even after the board had considered itself as having closed the examination; yet no one can form any just estimate as to who may be placed, not only above that gentleman, but there may be some who aspire to a conspicuous place among those of the previous class? It may be asked, why it is that the midshipmen remain on foreign stations? There may be several answers to the question, yet a very plausible one follows: On foreign stations our officers get sick, die occasionally, &c., &c., as they do elsewhere. Vacancies occasioned by these casualties must of necessity be filled—by whom? 'tis plain: the oldest midshipman; and, rely upon it, *examination or not*, an acting appointment once obtained, the holder clings to it most pertinaciously until the ship is moored head and stern alongside of the dock, and the last jackstar is over the side, bag and hammock, with his discharge in his pocket. It is after these scenes have past away, that the thoughts of an examination flit across the mind of the exacting—. Then he finds that one, two, and perhaps three examinations have past since he should have offered himself. "Now for a traverse for securing my date." 'It will not be difficult to make up a good yarn to spin to the board; and, if required, to the department; all, however, about 'services couldn't be dispensed with,'—'short of officers,'—'no vessel of the squadron coming home, consequently no means of returning,'—'no merchant vessels belonging to the United States in these seas for me to return in,'—'Oh! what a wretched place that—station is,'—'once there and it's quite impossible to get back.' Such are the excuses usually made.

There have doubtless been many midshipmen who could not get home in time for their first examination; but I am induced to believe even those cases are rare; but when two or three have past, it must have originated from a want of inclination, a proper exertion, or some such cause. There seems to me to be but one fair and reasonable construction which can be placed upon that portion of the regulations which requires that midshipmen shall attend their examination after the specified period of service. If a midshipman is *actually detained* on a foreign station against his wish, he having made every proper and reasonable exertion to return, and that being satisfactorily established before the board and to the department, then, and then only, should he be placed among those of his original date. But in no case, (save that of indisposition certified properly) *when in the United States at a previous examination, should he take rank with any other date than that with which he was examined.*

These remarks have been thrown together hastily, merely with the wish of attracting the attention of those to the subject most interested in it. Yet should it be the means of averting any injurious consequences that might result to some of those composing the two last classes of passed midshipmen, it will be a source of gratification.

The late Secretary of the Navy, after the close of the last examination, and also the last several boards of examination, took a view of this subject, (so far as the principle at least was concerned,) which could but please all who take the plain view of it; and it cannot be doubted the present head of the department, (from

his known disposition to deal out even-handed justice to all, and the correct principles upon which he bases his judgment, as also the present board of examiners, from the material of which it is composed, should this subject not be passed over too lightly, will render that justice to those who have been so *unfortunate* as to have been absent at one, two, or three, examinations, which they should have attended, which the circumstances of their several cases merit, and at the same time keep a watchful eye over the interests of those who were examined in 1833 and 1834.

HAMILTON.

FORT JACKSON, LA., ITS GARRISONS, &c.

Fort Jackson has now been occupied for several years, and it has been too well established that it is one of the most unhealthy places in the country. Each summer that the garrison has remained, a number of lives have been sacrificed, and the constitutions of the survivors have nearly all been permanently injured to a greater or less degree. This summer the troops have been removed to Fort Pickens, Florida, and the circumstances attending this removal afford a striking illustration of the poisonous character of the atmosphere which they left. Fort Pickens, situated on an island of sand on the sea coast, is one of the healthiest spots on the globe; yet such was the state of many of the garrison of Fort Jackson that, though not yet overcome by the regular action of malaria of the Mississippi, and apparently in good health, the pure sea air of their new residence at once threw them on their backs with rank bilious fever. All the officers and their families were sick as well as many of the men. This paradox—that change from a sickly to a healthy, may produce disease—is an established truth in Hygiene; the latent poison which is gradually but surely undermining the constitution in the former position, is, in the latter, brought to a more open contest, when the disease or the constitution must speedily surrender. As a further evidence of the unwholesomeness of Fort Jackson, it may be observed that the troops were absent last summer, and that they left this year in May, before the “sickly season” commenced, or, to speak more correctly, before the most sickly season; for it would be difficult to point out any season which is not sickly at that post.

In selecting the site for a fortification, the salubrity of the position must, unfortunately, be but a very secondary consideration; but however necessary it may be to erect works and plant cannon in the midst of the most deadly marshes, the propriety of stationing troops in such places during a profound peace is somewhat questionable. If the public interests do not most urgently require such a sacrifice of health and life, it certainly should not be made.

Believing that no such necessity does exist, but that, on the contrary, the public interest actually suffers by the occupation of such places, the writer is induced to offer a few remarks and suggestions on the subject.

In the following remarks the purely military duties of a garrison will not be considered, inasmuch as they can be more effectually attended to in any place than in a sickly fort. On this score there is much to be lost and nothing to be gained by the occupation of such posts.

The following are the duties required by the fort:

1. The preservation of the masonry, by the application of a little lime and cement, and by the prompt destruction of every weed that may take root in the mortar.

2. The preservation of the parapets, &c., by regulating the character of the vegetation which covers them, and by taking early measures to check the formation of crevices and gullies from the action of the sun and rain.

3. The preservation of the magazines, &c. by occasional ventilation and slight repairs. The magazines may be left, as they are in most of the forts on the gulf at present, empty; so that no guard need be required for the protection of ammunition.

4. The cannon require an annual coat of lacquer and their carriages one of paint.

Are these duties of such a nature as to justify the occupation of a sickly, a deadly, post by a company of troops? Are the lives of forty or fifty men recruited with so much trouble and expense, and of five officers, educated with so much care, to be constantly risked for the performance of such duties? If so, how unpro-

fitably were the four years of hard study and hard duty at West Point employed by those poor devils, whose acquirements and ambition are to be expended on such duties and at such a risk! If any part of our little army can be thus sacrificed, then it is too large. If no other duties can be found for our artillery, let them be disbanded, and hire 2000 laborers to keep the fortifications in order. But there is no occasion for such a system, it is as unnecessary as it is objectionable. Such posts as Fort Jackson and St. Phillip, the battery on Bayou Bienvenue, the Tower on Bayou Dupré, &c., can be very well preserved without the presence of a company of artillery.

The following plan is not original with the writer, it was suggested, he believes, by the engineer officer of the gulf, and is approved of by the officers generally.

The only people whose constitutions are adapted to such places as Fort Jackson, and whose intelligence is sufficient for the plan, are the free people, of mixed blood, who are born on the water courses or in the marshes which border the gulf. It is proposed that a number of these people should be hired to live in, and take care of, the posts, at which white people cannot enjoy any degree of health, such as Fort Jackson. In addition to the constant attention of these men, if necessary, let a gang of negroes be engaged every spring to give the place a thorough police, under the direction of some qualified officer. To secure the labor of the men in charge, there might be, (in addition to the superintendence of the inspector general,) some officer detailed from a neighboring post who should actually inspect the place every month, or oftener, and on his certificate should depend their pay.

Of the practicability of the proposed plan for preserving the public works, in the event of their being evacuated by the troops, the writer entertains no doubt.

It remains to make a remark on what is, after all, the grand consideration—the point on which all these matters ultimately turn—the expense. At the outset, it may be fairly estimated that the expenses of quinine, recruits, and calomel, incident to the present system, would go far towards defraying the expenses of the proposed plan.* Add to this the cost of removing the troops every spring and fall, and the double rations, &c., consequent on the unnecessary multiplication of separate commands, and there would remain but a small sum, if any, (which might be balanced by the saving of human life,) to complete the expenses of the plan now proposed.

There is yet another and a principal reason for such a system. It is pretty well ascertained that, with a proper attention to military duties, (discipline, drill, &c.,) the corps of artillery is altogether too small to attend to the police of all the forts from Maine to Louisiana. The vast disproportion between the extent of our fortifications, and the size of the corps which is to afford garrisons for them, renders some plan of this kind necessary (unless the army should be increased.) Already is there so much fatigue-duty to be done, that the very object of our peace establishment, the formation of a disciplined and well trained corps, is in a fair way of being defeated by the substitution of the pickaxe and shovel for the musket and rammer. Hence arises another reason for evacuating such forts as Fort Jackson, so to afford a larger garrison to the *duty-posts*.

It has just occurred to the writer that, in enumerating the various kinds of public property, whose preservation required the presence of troops, he omitted the subject of quarters; but he hopes that this neglect will not affect his argument; for as the sole object of erecting quarters was to protect the troops, it would be rather a childish “tit for tat” to keep the troops there to protect the quarters, especially as they would be demolished as the first step towards a state of defence.

With the most profound apologies to the Q. M. D. for neglecting its interests so long, I here draw my article to a close.

C. K.

* And to those who would weigh a few dollars against the life or health of an American soldier, I would suggest that the mulatto garrison should be made to furnish its own calomel and ague-drops.

The ship Malta, at Boston, on her passage from New Zealand to Cape Horn, sailed upwards of 1000 miles among icebergs, some of them 300 feet high, between lat. 55 and 56 S., in the month of March.

THE ARMY.

ITS PROPOSED ORGANIZATION AND PAY.

Staff.

Pay per annum.

1 Colonel-in-chief, stationed at Washington,	\$5,000
1 Adjutant Major, do	2,800
4 Clerks in the Adjutant's office, averaged at	3,600
1 Commissary of general supplies, at Washington,	3,500
6 Clerks, averaged at	5,000
1 Commissary of Subsistence, at Washington,	3,000
5 Clerks, averaged at	4,400
1 Commissary of Clothing and Medicines, at Washington,	3,000
5 Clerks, averaged at	4,400
1 Barrackmaster, at Washington,	3,000
3 Clerks, averaged at	2,700
	\$40,400

Corps of Engineers.

1 Colonel en second, at Washington,	\$3,500
2 Lieutenant Colonels, each	\$3,000, 6,000
2 Majors, do	2,500, 5,000
10 Captains, do	2,000, 20,000
30 Lieutenants, do	1,200, 36,000
	\$70,500
3 Clerks in Engineer Office, averaged at	2,700
	\$73,200

Corps of Ordnance.

1 Colonel en second, stationed at Washington,	\$3,500
2 Lieutenant Colonels, each	\$3,000, 6,000
2 Majors, do	2,500, 5,000
10 Captains, do	2,000, 20,000
20 Lieutenants, do	1,200, 24,000
	\$58,500
3 Clerks, averaged at	2,700
	\$61,200

Paymasters.

13 in number; one of which to be stationed at Washington, at \$2,500 each,	\$32,500
2 Clerks in Paymasters' Office at Washington,	2,000
12 Clerks, one to each Paymaster, at \$600 each,	7,200
	\$41,700

Medical Corps.

8 Surgeons, at \$2,500 each,	\$20,000
60 Assistant Surgeons, at \$1,500 each,	90,000
	\$110,000

Four regiments of Dragoons.

4 Lieutenant Colonels, each	\$3,500, \$14,000
4 Majors, do	3,000, 12,000
40 Captains, do	2,200, 88,000
80 Lieutenants, do	1,400, 112,000
4 Adjutants, do	1,400, 5,600
4 Assistant Commissary of supplies, each	2,000, 8,000
4 do do subsistence, each	2,000, 8,000
1000 Non-commissioned officers, musicians, and privates; average pay \$300* each,	* 360,000
	\$607,000

Four regiments of Artillery.

4 Lieutenant Colonels, each	\$3,000, \$12,000
4 Majors, do	2,500, 10,000
40 Captains, do	2,000, 80,000
80 Lieutenant's, do	1,200, 96,000
4 Adjutants, do	1,200, 4,800
4 Assistant Commissary of supplies,	

* There is an error in one of these sums in the copy.—Editor.

4	do	each 2,000,	8,000
		subsistence,	
		each 2,000,	8,000
1000	Non-commissioned officers, musi-		
	cians, and privates; average pay		
	\$220 each,	220,000	
		\$438,800	
	Recapitulation.		
Staff,		\$40,400	
Engineers,		73,200	
Ordnance,		61,200	
Paymasters,		41,700	
Medical Corps,		110,000	
Dragoons,		607,000	
Artillery,		438,800	
		1,372,300	
Transportation, repairs of barracks,			
and dragoons horses,		800,000	
		\$2,172,300	

The compensation to officers and men, in full for pay, clothing, rations, forage, fuel, stationery, and every thing, except for transportation and quarters.

The men will purchase their clothing and rations from the commissaries.

The officers of dragoons to furnish their own horses. The United States to furnish horses and equipments to the men.

The Assistant Commissary of supplies and subsistence, to be stationed at points central to their respective regiments. One lieutenant from each company, to act as assistant to the Assistant Commissaries.

Payments to be made to the troops quarterly. Paymasters to account directly to the Auditors of the Treasury. The senior paymaster, stationed at Washington, to remit the funds upon regular estimates. 6 Paymasters to be attached to the dragoons, and 6 to the artillery.

The army regulations to be revised, to meet the new organization of the army.

The artillery regiments to be drilled also as infantry. The dragoons also to serve as infantry when required.

Of 1000 men in each regiment, 500 should be from 16 to 18 years old, and enlisted for 9 years. 500 should be able-bodied men, enlisted for 3 years. The pay of the younger soldiers should be less than the older ones, to be increased every 3 and 6 years.

The word *general* to be expunged from the military nomenclature.

CORPORAL TRIM, 2d Regiment.

FOREIGNERS IN THE NAVY.

"Back,
"Back, on your lives, ye menial pack!"

In perusing the seventeenth number of the Army and Navy Chronicle, my attention was called to a paragraph, copied from the New York Star, in relation to foreigners in the navy and merchant service. None are aware to what length that abuse exists in the former, except those who have long been familiar with the present system of recruiting, and the want of proper encouragement to the native Americans who enter it. The intelligent and high-minded naval officers deplore the want of native born Americans for seamen, and more especially for petty officers, in common with myself, and so do all who are interested in the welfare of the service; but they have carefully avoided giving publicity to their regret on the subject, from a high sense of professional feeling, which, however laudable in other cases, appears to me to be the very reverse in this.

An evil must be known to exist in a community before it can be remedied; the existence of this, I will endeavor to point out, although of all others the least qualified to do so; yet the reader's attention may be obtained, and his sympathies excited in my behalf, when I tell him that I am sitting on a mess kiddy, writing at a mess chest, and am by birthright a knight of the marlinespike and serving mallet. I am surrounded by half a dozen of these noisy foreigners, from which I hope to see the navy, like Curran's negro, "redeemed, regenerated, and disenthralled."

When a ship is commissioned for sea service, her complement of seamen, ordinary seamen, and boys, is

drafted from the receiving ship at the port where the ship fits out; and all those, so drafted, are considered by the commander as Americans. The word is then passed, or as soon after as convenient, for all those who have been petty officers before, to lay aft; and the foreigner, who, ever has on hand a greater stock of assurance and impudence than an American, shoves himself forward, to the manifest disadvantage of the native son of the soil, and the service. I was present at a selection of this kind once, when the first lieutenant said to the men around the capstern: "Are there any more of you who have been petty officers?" One replied: "I have been, sir, but not in this service." The first lieutenant said: "What service then?" but reddened, and concluded by asking, "What were you?" "A quartermaster, sir." "Very well, go to that duty again, until further orders;" but let me add, for the honor of the service, that he was not rated, for, with all his assurance, he was found incapable of performing the duty.

When men enlist at the rendezvous for the naval service, the shipping officers question them as to their place of birth; a foreigner will state any town, county, or State, that his landlord may have told him the name of; if their dialect gives the lie direct to the assertion; more authentic proof is required; and they very possibly produce a seaman's protection, given by the collector of some of our maritime ports, which tallies with their age, height, hair, &c.; but still this is no proof, although generally taken as such. I think, but am not certain, (nor can I refer to the laws of the United States at present) that before a seaman can procure a protection, he must get another person to swear that he is a born American.* But how many are there in our large sea ports that would perjure themselves to suit their own interest? I have heard that the keeper of a sailor boarding house in New York, (my native city) put a newly imported ***** man into a cradle, rocked him, took him out, carried him to an attorney, and when asked whether or not he knew the man to be a born American, swore that he was, and that he, the landlord, had rocked him in his cradle.† I entered the service very young, as a boy, with a considerable stock of good nature, a little learning, and a determination to be pleased with whatever card was trumps, and play the game accordingly. I have won; but many, equally deserving, have been left behind in the long race, and experienced nothing but neglect. I have now been a petty officer five years; but of my less fortunate brethren, who entered the service when I did, many have left it, and others are still serving as seamen; while foreigners are filling the stations that ought to be the reward of the native for long servitude. I am not complaining of want of encouragement myself; I have succeeded beyond even my most sanguine expectations, and now wish to tell the native Americans, who are in the service at present, and many of whom will doubtless read this, that they are in a great measure to blame for the neglect that they have experienced. When they know themselves to be competent to perform the duties of a petty officer, let them apply for it, when the petty officers are selected, or when a vacancy occurs, (and I pledge my word for every commander in the service, that their application will not be disregarded, in time of peace,) don't let a ridiculous sense of pride prevent them from respectfully soliciting what is their due, who would, in time of battle, be ready to sacrifice their lives for the good of their country.

On board of ships that I have served, when an old native tar (who has borne a part in conflicts that have made our navy the admiration and envy of the world) undertakes to amuse the young of his profession, and sow in their bosoms the seeds of that hardihood and valor that have achieved so much, by relating to them "the sieges, fortunes, battles, he has passed, from the hour of his birth until the very hour they bade him tell it;" (I quote from memory, my Shakespeare days are over,) he is ever and anon interrupted by foreigners, who destroy the order and harmony of the ship, by drawing comparisons between the B***** navy and

* It is not necessary that a seaman should prove that he is an American by birth, but only that he is an American citizen, to entitle him to a protection.—Editor.

† This same anecdote has been related of a landlord on Fell's Point, Baltimore.—Editor.

the one in which they serve, always unfavorable to the latter; they dare to traduce and vilify our country, on the deck of one of her own vessels, and throw in the face of its defenders the loss of the Chesapeake, carefully avoiding any allusion to the Constitution or any of her valuable prizes, or the dastardly and unequal conflict between the Essex and her antagonists. A seaman would be less than an American if he could put up with such villany; a quarrel ensues, and it sometimes happens both are punished, as sailors are ever tenacious about having their quarrels settled by the officers, who are left ignorant of the merits of the case.

I am proud to state that I have never seen a foreigner, a non-commissioned officer in the Marine Corps and I hope it is so in the army. I am little acquainted with it, and regret that my duty has ever called me far from any of our forts or garrisons; that old ill feeling (if ever it did exist) is now totally done away with, between soldiers and seamen. I love a soldier as I do one of my own profession; and I know nothing of politics, but that General Jackson is President, and the honorable Mahlon Dickerson Secretary of the Navy.

BARNEY.

From the American Monthly Magazine, for June.

A few years since, the officers of our frigate, then lying at Mahon, were invited by the Dutch officers to join in the funeral ceremonies of paying the last tribute of respect to one of their departed shipmates. At the appointed hour, we assembled on board the Dutch ship, and shortly after took our station in a line of some ten or twelve boats, pulling minute strokes, with colors half-mast. Landing at Fort St. Phillip, the procession moved in the following order: our band in the van, playing a funeral dirge, the Dutch marines, then the coffin, borne by eight men, a division of sixty sailors, followed by the Dutch and American officers and a number of citizens. In this order we commenced our march up to the burying ground with slow and martial tread. It was certainly an imposing scene, and one well calculated to call forth sober and solemn feelings, and reflections of a melancholy cast. When about midway in our passage, a scene took place which the pen, the pencil, or the tongue, is inadequate to describe, changing our gravity to mirth, and upsetting all our gloomy meditations. We came to a sudden halt—the music ceased, and were seen retreating to the rear; the Dutch marines, from the "reverse arms," brought their pieces to the "charge," with fixed bayonets—the swords leaped from the scabbards and glistened in the sun; and with the clattering of instruments, the clashing of arms, and the "war shout" of our party, we received the enemy. He came down upon us, under cover of a cloud of dust, breaking through the troops, capsizing the coffin, trampling some under foot, tossing others in the air, and dispersing the rest of the party; and then halting in his furious charge, turned round, and, with a look of inexpressible amazement, reared aloft his noble head, and died covered with wounds.

The mysterious enemy proved to be as noble a looking bull as ever nature gave liberty to roam the prairies. He was large, powerfully built, and of perfect symmetry, with a coat of black matted curly hair about his short curved neck and tremendous shoulders—his body smooth and of a glossy black—his horns were short, stout, and well pointed. He was grazing quietly in a field, when his attention was attracted by the music; but the sight of the scarlet uniform of the band soon roused his passion, and he commenced pawing the earth, thrashing his tail, and shaking his head, with evident signs of increasing anger; then he would make one or two fearful bounds, plough up the earth with his horns, and throw himself into a thousand attitudes: at last, as the procession neared him, his rage became ungovernable, and clearing the wall with a graceful leap, he came bounding along the road with his head down, his nostrils distended, his eyes glaring fire, the foam flying from his mouth, bellowing most furiously, with his tailed well "peaked up," dashed through our ranks with all the force and gallant bearing of Murat's cavalry—and one might say, with equal effect! I never witnessed a more ludicrous scene, or heard such a burst of laughter as came from our ranks! Oh! how I wished for Hogarth to have sketched that inimitable scene! The subject, "a Quixotic bull rout—

ing a military funeral!!!” It took some time to get in order again, I mean in regard to position, for our risibles were too highly charged, not to render an occasional *blow off* absolutely necessary; the weight of gravity was too light not to keep the valve close, and when it did start up, there was a bursting forth that convulsed the whole party: how the ceremony was performed, I do not know; I only remember the full vent we gave to our feelings on reaching the ship.

OCEANUS.

Domestic Miscellany.

From the Boston Daily Advertiser, June 12.

EXECUTION OF THE SPANISH PIRATES.—The execution of five of the Spaniards, who have been for some months under sentence of death in this city, for piracy on the high seas, took place yesterday, in the rear of the county jail, under direction of the United States marshal. Of the two others, De Soto has received a reprieve for the period of sixty days, and an expectation prevails that he will be pardoned. Ruiz is reprieved for thirty days, in consequence of his being in a state of mental derangement. The five who suffered the sentence of the law, were Petro Gibert, the captain of the Panda, Manuel Boyga, Angel Garcia, Manuel Castillo, and Joan Montenegro. In consequence of a disposition which they had shown to commit suicide, every precaution was taken to prevent it, and a guard was employed to watch them. Notwithstanding these precautions, Boyga succeeded in inflicting a deep wound in his throat, about nine o'clock yesterday morning, by a piece of tin, and he was much weakened by the loss of blood; in consequence of which he was carried to the scaffold in an armed chair, and while there was seated upon it. We copy the following particulars of the execution from the Mercantile Journal.

At a few minutes past ten o'clock, the prisoners were taken from their cells, and, accompanied by two clergymen, were conducted by the officers to the place of execution. The prisoners were each neatly, but plainly dressed—their countenances appeared haggard, and their frames debilitated by long confinement, but they marched towards the scaffold with a firm and steady step. The captain, Pedro Gibert, took the lead in the solemn procession, exhibiting the same firmness and indifference which characterised his deportment when on trial. On reaching the scaffold, an involuntary shudder seemed to pass over some of the prisoners—and their fortitude seemed to be shaken. It was but momentary, however. But Gibert surveyed the awful apparatus of death and the crowd alternately, with a cool and steady gaze—and ascended the scaffold without betraying the slightest emotion. He afterwards kissed the face of Boyga, who was nearly insensible; and listened with composure to the reading of the warrant, which was interpreted to them. Soon after which the Catholic clergyman repeated their last protestations of innocence, and at half past ten o'clock, the awful sentence of the law was executed upon them.

An article in the Edinburgh Review, upon the “Frequency of Shipwrecks,” states that “the mercantile navy of Great Britain, including that of the plantations, consists at present of about 24,000 vessels, manned by about 160,000 seamen. The total burden of the registered vessels is about 2,650,000 tons, and valuing them, rigging and stores included, at a rough average at £10 per ton, the entire aggregate value of her mercantile shipping will be no less than £26,500,000.”

It is stated, in the same article, upon the authority of Lloy's Lists, that from 1793 to 1829, the losses in the British mercantile navy alone, amounted to 557 vessels a year. In 1833, no fewer than 800 merchant ships, or a *thirteenth part* of the whole number of ships belonging to the British dominions, including the plantations, were either entirely lost or driven ashore! It is thought that the practice of insurance often generates carelessness, and occasional fraud.—The Reviewer says:—

“Every one who reads the newspaper—and who does not?—has every now and then his feelings painfully touched by accounts of shipwrecks. In point of fact, however, the details as to the greater number of these catastrophes never find their way into the public

prints. Many ships founder at sea—many are wrecked on distant shores—and, with few exceptions, it is those only that are cast away on our own coasts, of the loss of which we ever hear.”

These losses are ascribed to the combined causes of a vicious system of insurance, defective materials and construction, and the incompetency of masters.

The plan of classing vessels, which no doubt has puzzled some of our readers as well as ourselves, is thus described: “Since about the year 1760, or perhaps earlier, ships have been arranged by the underwriters of Lloy's, in classes marked by the letters A, A, I, and O, and the figures 1, 2, and 3; the former referring to the hull of the ship and the latter to the rigging. A ship marked A, I, is the highest class; one marked E, I, is the next; one marked I, I, is, in the lowest available class, formed of such as are fit only for carrying coals or other goods not liable to sea damage, along the coast; those marked O, are unseaworthy.”

It is further stated, that “of the 800 shipwrecks that occurred in 1833, we have been well assured that not more than 200, or, at most, 250, can be fairly ascribed to natural causes. The remaining 550 or 600 shipwrecks are wholly owing to the absurd and vicious classification, and to the ignorance, incapacity and carelessness of the masters.”

The writer invokes the interposition of his government, as a measure not only just and necessary, but conformable to the best authority, and he refers to the case of the famous French Ordinance of 1681, admitted by Lord Mansfield, Lord Tenderden, &c., to be the best digested, most complete, and perfect body of law ever promulgated.

The whole article well deserves the attention of commercial men; and we have made this reference to it, believing that it will interest them much more highly than it did us—though our attention was rivetted upon it by the continuous development of facts both new and startling.—*Richmond Compiler.*

FISHING UP ANCHORS.—The ship Howard, some weeks since, parted her anchors and went on shore inside the Hook. An eastern smack happened to witness the occurrence, and immediately, while in sight of the ship, fished up her anchors and bore off with them. Application was made to the Commercial Insurance Office, where the ship was insured, which furnished her with new anchors, and sent an agent to look after the ones taken by the smack. The agent offered to pay salvage on the anchors, but the people concerned in the smack refused to deliver them up. Captain Skiddy, the agent of the insurance office, then applied to the district attorney of the United States, and a warrant was granted on the 16th of May, to take the parties into custody. The smack had, however, in the interim, gone off to the South and sold one of the anchors, and only returned here a few days ago, when her crew was taken into custody. They immediately restored one of the anchors and paid for the other, or procured one in its place. The insurance office declined prosecuting the matter further.—*N. Y. Journal of Commerce.*

Army.

Captain G. W. Gardiner's company C, of the 2d artillery, has arrived at Pensacola from Fort Jackson, La., and taken post at Fort Pickens, Santa Rosa Island. Lieutenant W. E. Basinger, and Dr. J. S. Gatlin are attached to this command.

MOVEMENTS OF THE DRAGOONS.

[For detachments from Fort Leavenworth, under Colonel Dodge, see letter under the Washington head.]

Lieutenant Colonel Kearny was to have marched from Fort Des Moines about the 1st June, if the grass in that region permitted. His command will probably be about 150 strong.

Major Mason, with the effective force of his squadron, consisting of Captain Perkins, Brevet Second Lieutenant Bowman, and 71 men, left Fort Gibson on the 18th May, for the southwest.

Captain C. Thomas, 7th Infantry A. Q. M., arrived at Fort Gibson on the 13th May, in command of 145 recruits for the 7th Infantry. This detachment was accompanied by Assistant Surgeon Bailey, U. S. Army.

Brevet Lieutenant Colonel Foster, 4th Infantry, was relieved from superintending the recruiting service at Newport, Ky., on the 1st May, by Major Thompson, of the 2d Infantry, and joined his regiment at Baton Rouge, Louisiana.

Brevet Major Lear, 4th Infantry, was also relieved from recruiting service at Newport, Ky., on the 1st May, by Captain Allen, 4th Infantry, and ordered to join his company at Baton Rouge, Louisiana.

Company C, of the 4th Infantry, has been ordered from Camp Cass, Tennessee, to Fort Mitchell, Alabama.

Colonel TALCOTT, of the Ordnance Corps, U. S. Army, from a tour of inspection of the arsenals and ordnance depots in the western and southern States, arrived in Charleston, S. C., on Wednesday, 17th inst. After inspecting the depot in that harbor, he took his departure in the steamboat *William Gibbons*, on Saturday, 22d, for New York.

U. S. ENGINEERS.—Arrived on Monday, by the boat *Sun*, Captain Seaver, Major Talcott, and Captains Wood, Smith and Lee, of the United States Engineer Department, on their way westward, to determine the points of boundary between Michigan and Ohio. Their stay at Buffalo will be probably four or five days, during which time they will be occupied at their marquee, near the Black Rock road, about a mile and a half west from the city, in taking some astronomical and topographical observations relative to the business of their mission.—*Buffalo Daily Star.*

ARRIVALS AT WASHINGTON.

June 17—Capt. J. L. Dawson, 7th Inf. at Mr. W. Cox's.

Dr. Z. Pitcher, at Fuller's.

19—Lieut. J. W. Bailey, 1st Artillery, Brown's.

Cadet R. M. Remick, Fuller's.

“ A. M. Mitchell, do.

“ W. R. Hanson, Mr. J. K. Hanson's.

22—“ J. M. Wells, Mr. J. Wells, Jr's.

“ G. G. Waggaman, Mr. Waggaman's.

Lieut. T. Swords, Dragoons, Gadsby's.

Baby.

Lieutenant R. B. Cunningham ordered to the Norfolk Navy Yard, vice F. Forrest, relieved.

The United States' ship *St. Louis* arrived at Port-au-Prince on the evening of the 22d of May; officers and crew all well.

The United States' frigate *Constitution*, with Mr. Livingston on board, arrived at Plymouth, England, on the 13th May, bound to the United States. She was to remain there a few days.

LIVERPOOL, May 16.—The late ambassador from the United States to France, Mr. Livingston, is sojourning for a few days with his family at Plymouth. His excellency arrived there on Wednesday, in the *Constitution* American frigate, fifty guns, 460 men, Captain Elliott, bound to the United States from Havre.

The frigate fired a royal salute, which was answered by the *Sans Josef* guard-ship, Captain Falcon, C. B. the commander, having previously gone alongside the *Constitution*. A royal salute was also fired from the batteries of the citadel in compliment to the American ambassador.

The ladies of Mr. Livingston's family have suffered much from sea sickness, and the honorable gentleman himself does not appear in good health. The wind continues contrary, and it is to be hoped that, ere it proves favorable for the *Constitution* to proceed, himself and companions will have received the advantage of repose and change of air.

DISMISSED.

Midshipman Lewis M. Wilkins, 17th June.

DEATHS.

In Jefferson county, Georgia, on the 24th ultimo, after thirty days' illness, Doctor JOHN BOUTIN, in the eighty-seventh year of his age. Mr. B. was a patriot of seventy-six, who fought through the revolutionary struggle, and gained the liberty of his country both on land and on sea. At New Market, N. H., on the 16th instant, Captain NATHANIEL WEATHERLY, aged 72, a patriot of the revolution.

On the 19th, STEPHEN WOOD, a soldier of the revolution, in the 85th year of his age.